

## Coast Guard, DHS

## § 127.240

type of electrical-equipment enclosure (drip-proof, watertight, or the like).

(iii) Switchboard plans required by paragraphs (e) and (f) of §110.25-1 of this chapter.

(2) For each vessel of 100 or more gross tons, the plans required by §110.25 of this chapter must be submitted.

(f) *Automation*. For each vessel of 100 or more gross tons, where automated systems are provided to replace specific personnel in the control and observation of the propulsion systems and machinery spaces, or to reduce the level of crew associated with the engine department, the following plans must be submitted:

(1) Plans necessary to demonstrate compliance with subpart D of part 130 of this subchapter.

(2) Automation-test procedure.

(3) Operations manual.

### § 127.120 Procedure for submittal of plans.

If a vessel is to be constructed, altered, or repaired, the plans, information, and calculations required by this part must be submitted—

(a) To the OCMI in the zone where the vessel is to be constructed, altered, or repaired; or

(b) By visitors to the U.S. Coast Guard Marine Safety Center, 1900 Half Street, SW., Suite 1000, Room 525, Washington, DC 20024, or by mail to: Commanding Officer, U.S. Coast Guard Marine Safety Center, 2100 2nd St. SW., Stop 7102, Washington, DC 20593-7102, in a written or electronic format. Information for submitting the VSP electronically can be found at <http://www.uscg.mil/HQ/MSC>.

[USCG-2007-29018, 72 FR 53966, Sept. 21, 2007, as amended by USCG-2009-0702, 74 FR 49235, Sept. 25, 2009]

## Subpart B—Particular Construction and Arrangements

### § 127.210 Structural standards.

(a) Except as provided by paragraphs (b) and (c) of this section, compliance with the construction and structural rules established by the American Bureau of Shipping and incorporated by reference in §125.180 is acceptable for the design and construction of an OSV.

(b) The current standards of other recognized classification societies, or any other established current standard, may also be used upon approval by the Commandant (CG-521).

(c) If no established current standard for design is used, detailed design calculations must be submitted with the plans required by §127.110 of this part.

(d) The plans required by §127.110 of this part should specify their standard for design.

[CGD 82-004 and CGD 86-074, 62 FR 49328, Sept. 19, 1997, as amended by USCG-2009-0702, 74 FR 49235, Sept. 25, 2009]

### § 127.220 General fire protection.

(a) Each vessel must be designed and constructed to minimize fire hazards, as far as reasonable and practicable.

(b) Exhausts of internal-combustion engines, galley uptakes, and similar sources of ignition must be kept clear of and insulated from woodwork and other combustible matter.

(c) Paint lockers and similar compartments must be constructed of steel or be wholly lined with steel.

(d) Except as provided by paragraph (e) of this section, when a compartment containing the emergency source of electric power, or vital components of that source, adjoins a space containing either the ship's service generators or machinery necessary for the operation of the ship's service generators, each common bulkhead and deck must be of "A-60" Class construction as defined by §72.05-10 of this chapter.

(e) The "A-60" Class construction required by paragraph (d) of this section is unnecessary if the emergency source of electric power is in a ventilated battery locker that—

(1) Is located above the main deck;

(2) Is located in the open; and

(3) Has no boundaries contiguous with other decks or bulkheads.

### § 127.230 Subdivision and stability.

Each vessel must meet the applicable requirements in subchapter S of this chapter.

### § 127.240 Means of escape.

(a) Except as provided by paragraphs (l) and (m) of this section, there must